

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY Czechoslovakia  
SUBJECT State Tractor Stations

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REFERENCES

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1. Each district in Czechoslovakia had one State Tractor Station (Statni traktorova stanice - STS) which rented farm machinery to the various farm cooperatives and farms on the basis of work contracts signed each fall and spring.

the prices were set by the State and were considered exorbitant by the farmers. Payment was made after the work was performed. Some of the STS equipment, which included tractors, threshers, combines, binders, and plows, was former private property which was taken from the farmers without compensation. (Many farmers damaged their equipment before surrendering it.) All other STS equipment was purchased from the State with STS funds. These funds, which came from the rental charges, were also used for paying the STS employees and maintaining the equipment. Each district STS was responsible for its accounting to a regional accounting office which, in turn, was answerable to an office in Prague, presumably in the Ministry of Agriculture.

2.  three STS stations, all of which were in northern Bohemia. The first of these was the Mnichovo Hradiste District STS, which was located about three kilometers south of Mnichovo Hradiste ~~5032N-1459E~~ in the village of Haskov.  At that time the station possessed 24 Czech Zetor 25 tractors, products of the Zbrojovka factory in Brno, 14 Skoda 30s, and 20 other wheeled tractors which had formerly belonged to farmers; these included Fordsons, Ford, Case, and John Deere. In addition there were one huge caterpillar-type Stalinesc 80 tractor, three Soviet DT caterpillar-type tractors, eight ChTZ Soviet cat-type tractors, and three Kirovec Soviet cat-type tractors.

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(Note: Washington Distribution Indicated By "X", Field Distribution By "##")

48

SECRET

25X1

- 2 -

25X1 With the exception of the tractors taken from farmers, which were very old and for which the parts, in the case of the U. S. tractors, were unavailable, the tractors at this station were in good running condition. [redacted] there was no difficulty in getting repair parts for the newer tractors. The old tractors were repaired in every way possible and were used mostly for pulling machines from one location to another and not for field work. Of the total number of about 73 tractors at this STS, an average of 20 tractors was under repair each day. In addition to the tractors, the Mnichovo Hradiste STS owned 1 Stalinec 6 combine, 3 Stalinec 4 combines, and 1 Massey Harris (UNRRA) combine, 10 Agrostroj - type threshers which were new in 1951, about 50 broadcast binders,

25X1 [redacted] The Stalinec combines were constantly in need of repair. Repair kits came with these combines, which were new in 1951. The chief of this STS in September 1951 was Karel DOBIAS; the political officer was (fnu) HESL; there were 200 employees.

3. The STS for the Ceska Lipa District was located in the city of Mimon [5039N-1444E]. As of September 1951, it owned about 50 Czech Zetor 25 tractors, 50 Czech Skoda 30 tractors, and 40 various other tractors including John Deere, Farmall, Case, Massey Harris, German Hanomag, German Deutz, and German Lanz-Bulldog. Of traction-type tractors it owned 4 Stalinec 80 tractors, 6 Soviet DT tractors, 15 to 20 ChTZ tractors, about 10 Khirov tractors, and 3 Czech CKD tractors. Aside from the ChTZ and the 40 miscellaneous tractors, the tractors were all in good condition. Repair parts were available without any difficulty. On the average about 35 tractors were under repair each day. This STS owned 4 or 5 Stalinec 6 combines, 2 Stalinec 4 combines, and 4 Massey Harris combines. The Stalinec combines were constantly under repair, but the Massey Harris, which had been received through UNRRA, were operating all the time. The station also owned a number of broadcast binders, plows, harrows, drills, etc. The chief of this STS was Antonia NOVOTNY; his assistant was Miroslav PROCHASKA; the political officer was (fnu) SINDELAR. There were about 350 employees.

4. The STS for the Doksy District was located in the town of Doksy [5034-1440E]. As of September 1951, this STS owned about 20 Czech Zetor 25 tractors, 28 Skoda 30 tractors, and about 15 tractors of miscellaneous types including John Deere, Ford, and Massey Harris; also 5 Soviet DT tractors, 3 Kirovec tractors, and an uncertain number of ChTZ tractors. I saw two Czech CKD tractors and three Czech Tatra tractors there. Spare parts for the Czech and Soviet tractors were available, but the other tractors were hard to repair and were slowly going out of commission. There were one Stalinec 6 combine, two Stalinec 4 combines, and an uncertain number of broadcast binders, plows, drills, harrows, etc. Repair of the Stalinec combines was difficult, as there were no spare parts for them. The Stalinec made trouble in operation because of the weakness of bolts and screws at strategic places where a stronger bolt or screw was required. As a result, such parts as axles would fly into the fields or get lost inside the mechanism. The power chains were made of poor metal and would expand and break at the slightest strain, particularly when the load was heavy. Links would often break [redacted]

25X1 [redacted] Critical contact points were made of cast iron when they should have been made of hard steel; the exhaust mechanism, which was constructed to separate the chaff from the grain, often failed to function, causing the whole combine to stop up and resulting in great losses of grain; bolts protruded too far and often caught the clothing of the operators and bruised their hands and bodies. The chief of this STS was Bratislav HAVEL; his father, Bratislav HAVEL, was assistant chief.

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